Figures That Give One an Idea How Much More Rapidly States South of the Dominion of Canada Have Grown Than the Country Under British Rule.

The area of British Columbia is nearly six times that of the adjoining state of Washington. Moreover, the population of the former region in 1871 was 35,000, while that of the latter was but 23,000. On the other hand, while in 1891 the population of British Columbia had expanded only to 67,000, that of Washington had increased by 1890 to 349,000 and is now considerably greater. Let us now pass eastward to the second section of the Canadian Pacific, which extends from Banff Hot Springs to Winnipeg, a distance of 922 miles. The area tributary to this section, including Manitobs and five organized territories of Canada, is about 800,000 square miles, or 16 times that of the state of New York. the population of the whole region in 18/1 was only 208,000, or one person to four square miles. It must not be inferred that the settlement of this part of British North America began at a much later period than did that of the contiguous states of the Union. The contrary is the case.

A colony of well to do families

planted near Winnipeg as early as 1811. Other colonies were soon afterward sent out from England and were provided with lands in the valley of the Red River of the North. Many years elapsed before the settlement of Minnesota began. In 1847 St. Paul had only three families of white inhabitants. The number of newcomers in 1849 was only 95, and the total population of the territory of Minnesota was at that date less than 5,000. What is the state of things today? The inhabitants of the twin citles of St. Paul and Minneapolis alone outnumber those of all Canada west of Ontario, while the population of Minnesota is nearly one-third as large as that of the entire Dominion. Could there be a more decisive proof that Canada cannot attract immigration while she remains a dependency of a European monarchy?

We come next to the third section of the Canadian Pacific, which stretches from Winnipeg to Sudbury in Ontario, a distance of 981 miles. Contrast the population of the area tributary to this section, which does not exceed 75,000, with that of the contiguous states of Wisconsin and Michigan, which in 1890 had respectively 1,686,880 and 2,003,889. The mineral resources of this region of the Dominion are unquestionably great, but they must lie dormant until the Canadians have permaneut free access to American markets or sufficient population to consume their own mineral products. The long winter which prevalls along this part of the railway and the deep snows add enormously to the operating expenses of the road.

The construction, indeed, of this section of the line seems to have been a grave financial blander, but it was defended in the Ottaws parliament by the frank avowal that it was unsafe to transport immigrants to Manitoba via Sault Ste. Marie and St. Paul, as before the immigrant trains could leave St. Paul and Minneapolis they would be deserted, and people brought from Europe at the expense of the government of Can-ada would be lost forever in the United States. Much the same thing may be said of the Lourth section of the railway, which extends from Sudbury to Ottawa, a distance of 223 miles, through a sparsely set-tled but heavily timbered country. Here, gain, the mineral capabilities are of indis-puted value, but like those of the third section they will never be turned to account in the absence of political union with the United States.

We have now followed the Canadian Pacific railway from Vancouver to Ottawa, a distance of 2,750 miles. How insignificant must be the earnings from local traffic can be judged from the fact that in the whole interval there is only one town or city, Winnipeg, with a population exceeding 5,000, and not more than five other towns

The fifth and sixth sections of the Canathe north shores of the Ottawa and St. Lawzence rivers to Montreal and Quebec and thence through the northern parts of Maine and the provinces of New Brunswick and Nova Scotia to Halifax, a distance of upward of 1,000 miles. As the fifth section has to compete with the Grand Trunk railway, the local traffic upon it is not how profitable and can never be more so, seeing that the exodus from the province of Que bec the past year has been equal to 5 per cent of the population, or 75,000, and if con-tinued at this rate for 10 years would smount to 750,000. The sixth section of the road runs for the most part through a thinly peopled and poor agricultural coun-try which, until its mineral resources are developed, cannot pay the operating ex-

How much hope there is of developing the mines under existing political condi-tions may be estimated when we point out that the gain in the population of New Brunswick and Nova Scotia between 1881 and 1801 was only 1% per cent. We hear much of the coal mines of Nova Scotia and much of the coal mines of Nova Scotia and Cape Breton. As a matter of fact, in 1890 they produced only about 2,000,000, tons while the output of the American coal mines in the same year was nearly 150,000,000 tons. An equally significant contrast is presented in other mining industries. Pig from has been manufactured in Canada continuously for 156 years, yet in 1891 only 21,772 tons were produced, against nearly 10,000,000 tons in the United States.

These statistics ought to be kept continually before the eyes of the Canadian peo-ple. They cannot be disputed or explained way by the advocates of the British connection. They spell despair and ruin, uninstinct of self preservation and resolve to enter the pathway of prosperity through political union with the United States .-

A DOG AND A RATTRAP.

For a Time There Was Great Excitement

In a Maine Drug Store. A sample rattrap was in Gerrish's drug store in Lewiston a few days ago waiting for a customer. It was a new fangled rattrap, which some one had left there for fun

or sale or to be called for. The trap was set and was in the open shop where it could be seen. About 10:30 o'clock a big dog came in with a little girl or vice versa, although the dog was bigger than the girl. The little girl bought some thing, and the proprietor was tying up the package, while the dog went prowling around after the manner of dogs and was

"P'ease, thir, has you got any car"—
Just then "Whoop la! Rip-p-p, s-s-tboom-ah, Ki-yi-yi." out came the dog with
about seven inches of tongue protruding, to
which dangled a rattrap, full size, hanging to the tongue with a 50 light dynamo grip. In an instant there was fun in the apotheeary shop. You have seen a dog fight with 11 dogs in it? No? Well, maybe you have seen a rooster with his head cut off? No? Then you haven't any idea the way this dog did up the drug store. Why, he fairly owned it. Over the boxes, in behind the counter, out again, seven laps around the stove, three trips into the back shop, kick-ing up his beels until the dust flew, knock-ing over bottles, opening up cases of last year's almanacs, howling like a calliope, clanking like a thrashing machine. For

about two minutes they gave him full swing. The clerk tried to corner him, but

it was no use.

"Bothe! Bothe!" cried the little giri, but Bose didn't know her. He regarded her as an utter stranger. He had a nearer and closer attachment than any mere family affair. He had too much business to bother with little girls. He was too much "in it" to waste his time responding to mere friendly calls. Twice he dashed at the door, but it was shut and the proprietor didn't want. it was shut, and the proprietor didn't want to lose the trap.

"He'll run a week," said a man who was climbing into a chair in order to give the

dog more room.
"Chloroform him," said the newspaper man from behind the soda fountain. "Give him a dose of fly powder," shouted

the cierk.
"Snap!" The dog had stopped suddenly,
had shaken his head and the trap had been flung three feet away, taking with it a

dainty morsel of his tongue.
"Poor Bothe," said the little girl as she opened the door, but Hose never even wagged his tail as with one despairing look at the inside of the store, so that he could remember it the next time, he fled like a wild, whooping demonisc witch on a broomstick down Lisbon street. And he may be going yet.—Lewiston (Me.) Journal.

Brought Up In a Sheep Pasture. "I asked for turkey, Mrs. Codhooker," said the Chicago boarder in deliberate

"And you received it, sir," answered the landlady calmly. "I gave you the drum-stick myself."

"Then, madam, this turkey was a mon-

"It had four legs and a beard."

"You are insulting, sir."
"A rose, madam," rejoined the Chicago boarder blandly, "smells as sweet by any other name, and sheep is sheep though it be called roast turkey. You have smothered three slices of mutton under gravy, dressing and turkey bones and think that I don't know Harlem goat from Rhode Island turkey. Madam, I have too much respect for my sense of taste to try and fool longer at your table. I bid you good

The Chicago boarder arose, placed his gross napkin ring in his coattail pocket with a dignified wave of his hand and left the room. There was an appalled silence around the table. Even the landlady appeared much disturbed.

"Perhaps," suggested the hall bedroom boarder at length in the gentle tones of compromise, "perhaps this turkey was brought up in a sheep pasture. Who

"Who, indeed!" said the landlady softly. -New York Tribune.

Learning English In a Short Time. For the benefit of boys and girls who are struggling over "Omnis Gallia," or laboring with French and German, a correspondent sends an anecdote related by her friend, Dr. T- of Rome, who was lately sent to Russia on business with letters that admitted him to an audience with the Grand Duke Constantine. The doctor says:

You know what linguists the Russians are. The grand duke himself speaks excellent English, but there was with him an Englishman who was so fluent in Russian that I was amazed.

"Where did you learn Russian?" I asked. "You know it so well." "Learn Russian? Why, here in St. Pe-

tersburg. 1 am a Russian." "What! A Russian, and you talk such English? I have met a great many Rus-

sians who knew it well, but never before one who spoke it in absolute perfection, with all the idioms and inflections, pre-cisely like a native."

He nodded. "Yes, it is a difficult tongue. It was the hardest that I ever acquired and took me longest to learn. But I speak all living languages." Then, seeing my look of astonishment, he added, "I am the court

"How long were you in learning English?"

"How long?" he answered. "Well, to speak it really perfectly, so that I understood the idioms and felt that I could criticise the best writers, it took me-why, it

The Lawyer In the Case.

One day when I was in one of the moontain county seats of Kentucky I dropped OF VIRGINIA. into the courthouse to listen to a case in which one man was suing another for the recovery of a horse. A couple of hours after the case had been decided I met the de-

fendant on the street. "Well," I said to him, "that fellow didn't get your horse, did he!" 'Not much," he replied, but not as cheer-

fully as I expected. 'There was a time there," I went on. "when I thought you'd have to walk home,

'Yes," he said, "it did look that a-way.

but that lawyer ur mine waz too peart fer him. Fine lawyer, he is." 'Very good," I affirmed. "How far do you live from here?"

"Ten miles, the way I've got to go." "That isn't so bad when a man has a horse

"But I hain't," he said lugubriously. "Why not? Didn't you just recover

"Ya-as," he hesitated, "but I had to give him to that dern lawyer fer his fee."—De-

All Timekeepers Are Inaccurate.

The capacity of a watch for keeping good time is very much governed by its con-struction and its more or less perfect finish. It cannot be expected of the best horizontal watch that it should always keep good time, and even less so of the inferior make of machine made watches which are nowadays manufactured and sold for \$10, \$20 and \$30 in such large numbers. The changes of oil, the variation in temperature, the diversity of humidity of atmosphere, all greatly affect the going of a watch. Indeed it is only the most perfect finish which neutralizes the adverse influences to the greatest degree. As a matter of fact, no watch keeps perfectly correct time, and even the best chronometers used in observatories and on board ships must be regulated according to tables which are kept to fix the variations to which all watches are liable. - New York

Where Ladies Smoke Cigarettes. It is the custom in Russia for each lady present at a big dinner to smoke a tiny cigarette after each course. This is supposed to assist digestion, besides removing the Lavor of the previous fare from the palate

THE GARDENS OF THE POOR.

Cowslips, wind your yellow ribbon through the low green meadow; Violets in the pasture, put on your hoods of

blue; The children of the poor man have no grand garden spaces.

They have neither rose nor lily, and they depend on you.

Make haste, O airy columbine, to taken your scarlet bonnet, And stand upon the hillside in beautiful ar-

o darling pink azales, unfold your levely blossoms.

Like flakes of sunset vapor, and make the woodland gay.

Start up in every field, ye hosts of crimson clover; Scatter gold, O dandelions, along the grassy

Bring forth your rosy whorls, O wild brier, in the hedges: the hedges; O dainty daisies, come and fill the gardens of the poor.

Mary F. Butto in Youth's Companion.



Mr. John Hungerford rietor of the fine livery stable at the West End hotel, Elmira, N. Y., says Hood's Sarsaparilla goes way shead of anything he ever took for troubles with the

Liver and Kidneys with which he suffered for a leng time, until he took Hood's Sarsaparlila and was completely cured. Other members of his family also take

Hood's Sarsaparilla and are highly gratified with the benefit from it.

afe and efficient cathartic. Always reliable. 25c. . . ORGANIZEO 1832. . .

HOOD'S PILLS are a mild, gentle, painless,

TESTED FOR SIXTY YEARS.

Assets, :::: \$650,000.

Virginia Fire & Marine Insurance Company,

OF RICHMOND Home Office, los simin street.

This old Virginia institution issues a short and comprehensive Policy, free of petty restriction, and liberal in its terms and conditions.

Insures against Fire & Lightning

ALL DESCRIPTIONS OF PROPERTY IN COUNTRY AND TOWN. PRIVATE OR PUBLIC, INSURED AT FAIR RATES, ON ACCOMMODATING TERMS.

Agencies in Every Town and County WM, H. PALMER, President W. H. McCARTHY, Secretary

S. McG. FISHER. Ass't Sec'n

OF SCHOOL

BOYS' BICYCLES!

We have made our usual preparations for this trade and are showing beautiful little pneumatic machines at \$55 and upwards. The

LITTLE SCORCHER" "CINCH"

are the favorites.

Exclusive agency for Columbia, Rambler, Remington and Majestic Safeties. We are showing a beautiful pneumatic tired men's machine at \$85 cash.

A. K. & C. E. SCHAAP. 519 E. Broad St. Cycle and Sporting Depot,

INCORPORATED 1794

Mutual Assurance Society

This well-known institution, the oldest in the South, insures buildings against FIRE AND LIGHTNING on the most favorable terms by

Perpetual and Annual Policies. Perpetual and Annual Policies.

Losses equitably adjusted and promptly paid. This society, with its record of nearly one hundred years of successful operation, commends itself to all who wish to combine perfect security with low rates of premium.

DIRECTORS. DIRECTORS.
William H. Palmer,
William F. Gray,
James W. Allison,
Thomas M. Rutherfoord,
Alfred T. Harris, Jr.
HERBERT A. CLAIBORNE,

FRANK D. STEGER, Secretary.
THOMAS BOLLING, JR., Asst. Sec'y.
JOHN BLAIR. Collector.

WE OFFER TO CLOSE OUT THIS DEPARTMENT OF OUR BUSINESS
OUR STOCK OF
TUBULAR AND LOCOMOTIVE
BOILERS,
from 6 to 50-horse power,
HORIZONTAL CENTRE CRANK

ENGINES,
Detached or mounted on boiler, from
4 to 12-horse power.
These Engines and Bollers are new,
of our standard designs, that are well-We also offer a lot of PULLEYS, CRANKS, SHAFTS, etc., rough and finished. Any of these can be bought very low.

Richmond Locomotive & Machine Works

PAINTS, OILS and VARNISHES;

PURE LINSEED OILS,
LEWIS' PURE LEAD,
WESTMORELAND PURE LEAD,
READY-MIXED PAINTS,
VARNISHES, COLORS, BRUSHES
And PAINTERS' SUPPLIES,
A full and complete line for sale by

Purcell, Ladd & Co., 5 GOVERNOR STREET.

PROFESSIONAL.

James Lyons,
ATTORNEY AND COUNSELLOR
AT LAW.
(Law Office, No. 5-state Bank Building.
Telephone 734, Postoffice box 209.
Richmond, Va.)
practices in all the State and United States courts in Richmond. Deeds and Wills carefully prepared. Acknowledgments and depositions taken. Collections promptly made and remitted.

EXCURSIONS.

E XCURSION TO STAUNTON SAT-Train leaves Chesapeake and Ohio depot at 11 P. M., returning leaves Staunton August 27th at To'clock P. M. Round trip, \$1.50.

ADAMS & CO., au13-12t

Managers. MEETINGS.

I RON HALL. THE MEMBERS OF THE IRON HALL will please attend an important joins meeting of all Franches, at Ellette itall, corner of the and Marshall Sts. THIS (Wednesday) EVENING at 8 o'clock, to take when the as are necessary to protect their interest.

AUCTION SALES. This Day.



AUCTIONEER. 24 East Broad Street.

LARGE AND ATTRACTIVE SALE TO DAY at 18:30 sharp of handsome HOUSE-HOLD FURNITURE, Mirror Front Wardrobes, Planos, Organs, Chamber Suits, Lounges, Tables, Walnut Wardrobes, Toilet Sets, Store Shelving, one Handsome Parlor Set of six pieces, Eureaus, Bedsteads and Spring Beds, Mattresses, Feather Pillows and Folsters, and many other goods.

A. N. POLLARD, Proprietor.

AUCTION SALES. Future Days. By Cabell & Wilson and A. L. Adamson,

TRUSTEES AUCTION SALE OF VERY DESIRABLE AND VALU-ABLE REAL ESTATE IN MANCHESTER, VA.—By virtue of two deeds of trust, as follows, viz.: First, John E. Taylor to John Hunter and L. R. Page, Jr., trustees, to secure the payment of a certain negotiable note for \$2,000, dated February 20, 1882, or any renewal thereof, the said deed being of even date with said note, and recorded in the office of the clerk of the Manchester Corporation or Hustings Court, in Deed Book 14, page 115.

or Hustings Court, in Deed Book 14, page 115.
Second, John E. Taylor to S. G. Wallace, trustee, to secure the payment of a certain negotiable note for \$300, dated August 17, 1892, the said deed being of even date with said note, and recorded in the office of the above-mentioned court, in Deed Book 15, page 350. Default having been made in the payment of above-mentioned notes, and being required so to do by the beneficiaries in said deed, we, the undersigned, will sell by public auction, on the premises, on FRIDAY Sentember 1, 1893.

FRIDAY, September 1, 1893, at 6 o'clock P. M., the property described in the said deeds, as follows: First, all that certain PIECE OR PARCEL OF LAND lying and being in the city of Manchester, Va., situated on the north-western side of Forter street, between Ninth and Tenth streets, commencing at point on said Porter street 163 feet from Tenth street, and running thence towards Ninth street, and fronting on Porter street sixty (69) feet, thence back between parallel lines 157 feet to an alley 16 feet wide; and second, that CERTAIN LOT fronting forty (40) feet on the southeastern side of Perry street, at the corner of Ninth street, and running back between parallel lines 157 feet to an alley 16 feet wide.

These are among the most beautiful and described lines the most beautiful FRIDAY, September 1, 1893, 16 feet wide.

These are among the most beautiful and desirable lots which can be found

TERMS: Cash.

LEGH R. PAGE, JR.,

Acting Trustee under first deed.
S. G. WALLACE,
au20-11t Trustee under second deed.

By Denoon, Tupper & Co., Real Estate Agents and Auctioneers, 821 Main street.

TRUSTEE'S SALE

No. 1209 PAGE STREET, NEAR THE CHESAPEAKE AND OHIO SHOPS.

By virtue of a certain deed of trust dated July 30, 1892, and of record in the clerk's office of Richmond Chancery Court, default having been made in the payment of the note therein secured, and being requested so to do, I will sell by auction, on the premises, on FRIDAY, August 25, 1893,

FRIDAY, August 25, 1893, at 6 P. M., the ABOVE PROPERTY fronting 25 feet on Page street and having a depth of 140 feet. The improvements consist of a neat dwelling in nice order.

TERMS: Cash as to expenses of executing this trust and a note of \$228.15, with interest thereon from August 2. 1893; balance on time, to be announced at sale.

C. L. DENOON, august 25, 1893; balance on time, to be announced at sale.

Trustee.

By Chewning & Rose, Auctioneers, TRUSTRE'S AUCTION SALE

OF

Leaves Washington 7:10 P. M.
FREDERICKSBURG ACCOMMODATION
DAILY EXCELT SUNDAY.
4:00 P. M., Leaves Byrd-street station:
arriving Fredericksburg at
6:33 A. M., Arrives at Byrd-street station: leaves Fredericksburg
at 6:05 A. M.
ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:48 A. M., Leaves Elba; arrives at Ashland at 7:32 A. M.
6:20 P. M., Leaves Elba; arrives at Ashland at 7:07 P. M.
6:45 A. M., Arrives at Elba; leaves Ashland at 6:05 A. M.
6:04 P. M., Arrives at Elba; leaves Ashland at 5:18 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS,
General Superintendent. LOT 29186 FEET ON SOUTH SIDE OF TAY-LOR STREET.
BETWEEN WASHINGTON AND LADY STREETS.
WITH A GOOD FRAME DWELLING THER: ON,

By virtue of a deed of trust dated July 25, 1890, and of record in Clerk's office of Henrico County, in Deed Book 131 B., page 223, default having been made in the payment of the note thereby secured and being required so to do by the holder thereof, we will sell by auction, upon the premises, on TUESDAY, August 29, 1893,

at 6 o'clock P. M., the property as above set forth. This property is in the growing WEST END. Be on hand promptly and secure a TERMS: Cash sufficient to pay expenses of sale and to discharge a note for \$600 with interest from 25 July, 1803, until paid, the residue as may be named at time of sale. A. J. CHEWNING, EDWARD S. ROSE, Trustees

FOR RENT!

Some Desirable SINGLE A N D DOUBLE OFFICES

In The Times Building COR TENTH AND BANK STREETS.

Apply to ROOM 28, Times Building.

FOR BENT.—THAT LARGE FOURSTORY IRON-FRONT BRICK BUILD.
ING. with basement, No. 911 east Main street,
lately damaged by fire. Will soon be repaired
and put in first-class order throughout, and
may be altered and fitted to suit the wants of
a good, substantial tenant for a least of five
years.

JAMES H. CRENSHHW.
No. 11 north Eleventh street.

su6-su, w.f. imo

FOR RENT—
MODERN HOUSE.
Twelve rooms No. 9 north Twenty-ninth
street, opposite Libby Park, Aprily to
W. C. ARMITAGE,
au23-6t
No. 7 north 27th street.

SUMMER RESORTS.

MOUNTAIN TOP HOTEL AND SPRINGS Rockfish Gap, Blue Ridge Mountains. 1,996 Feet Above Sea Level.

An old-fashioned Virginia resort. Fine views. Delightful temperature. Pure water. Convenient to railroads. No mosquitoes. Reasonable rates. Address. MASSIE & CO., BLUE RIDGE SPRINGS, VIRGINIA.

TWENTY-FIRST SEASON UNDER SAME MANAGEMENT. myfit PHILIPF. BROWN. DLEASANT COUNTRY BOARD Eighteen miles from Richmond, on Chesapeake and Onio Railroad; ten minutes' walk from station; large shady lawn. Address COUNTRY HOME, care Postmaster, Hanover Courthouse, Va.

TO WHOM IT MAY CONCERN: TAKE NOTICE that I have this day appointed D. E. GOODWIN my agent, to conduct for me the GREEN GROUERY and FRESH MEAT BUSINESS at No. 28 W. Broad Street, this City, to buy and sell for each only and sell fo

STREET STATION.

for Lynchburg, Roanoke, Bluefield, Pocanontas, kenova, Columbus and Chicago. Puliman Buffet Sieeper Norfolk to Chicago, without change, Connects at Lynchburg for Durham and stations Durham division; connects at

and all stations WinstonSalem division.

12:15 P. M., For Roanoke, Radford, Pulaski, Bristol and all points
South and West via the East
Tennessee, Virginia and Georgia raifroad, Parior Car
Petersburg to Roanoke, and
Pullman Sleeper Roanoke to
Memphis via Knoxville and
Chattanooga, and through
coach from Richmond to
Lynchburg.

at Washington at 12:01 P.

7:15 P. M., Arrives Byrd-street station daily. Stops only at Fred-ericksburg, Milford, Doswell and Ashland. Pullman Cars from New York and Wash-ington. Leaves Washington 3:46 P. M. Does not stop at Elba.

at Eiba. at Byrd-street sta-tion daily except Sunday. Leaves Washington 7:10 P. M.

TORK RIVER LINE VIA WEST POINT

S UNDAY EXCURSION TRAIN for

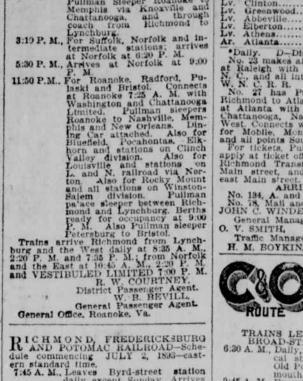
Na W Norfolk Western R SCHEDULE IN EFFECT JULY 16, 1893

EABOARD AIR-LINE.

9:00 A. M., RICHMOND AND NORFOLK
VESTIBULED LIMITED.
Arrive Norfolk 11:25 A. M.
Stops only at Petersburg.
Waverly and Suffolk.
9:00 A. M., THE CHICAGO EXPRESS
tor Lynchburg Roanoke. SCHEDULE IN EFFECT

S. A. L. | No. *23 | No. *27 Lv. Monroe. 10:15 A. M. 12:56 A. M. Lv. Chester 11:45 A. M. 2:90 A. M. Lv. Clinton D. 1:45 P. M. 3:14 A. M. Lv. Greenwood 2:41 P. M. 3:77 A. M. Lv. Abbeville 3:00 P. M. 4:21 A. M. Lv. Elberton 4:13 P. M. 5:19 A. M. Lv. Athens 5:16 P. M. 6:18 A. M. Ar. Atlanta 6:45 P. M. 7:30 A. M.

Traffic Manager. Passenger H. M. BOYKIN, City Pass. Agent.



WORLD'S FAIR SCENIC ROUTE AUGUST 11, 1893.

TRAINS LEAVE RICHMOND.
BROAD-STREET STATION.
6:30 A. M., Daily, with Pullman, for local stations, Newport News, Old Point, Norfolk and Ports-9:45 A. M., Except Sunday, Vestibule Special for Williamsburg, Newport News, Hampton, Old Point, Norfolk and Ports-3:00 P. M., Daily, with Pullman, for s, Newport News Norfolk and

6:45 A. M., Local train, except Sunday, for Hinton, connects at Gorfor Hinton, connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg and at Staunton for Winchester.

2:00 P. M., World's Fair Special daily, with Pullman for Chicago, Vestilaled Coaches for Cinwith Pullman for Chicago Vestibuled Coaches for Cin cinnati and Parior Car (ex-

7.45 A. M., Leaves Byrd-street station daily except Sunday, Arrives at Washington at 12:01 P. M.; Baltimore, 1:17 P. M.; Philadelphia, 3:47 P. M.; New York, 6:30 P. M.

12:00 M., Leaves Byrd-street station daily. Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Arrives at Washington at 3:40 P. M.; Philadelphia, 7:49 P. M.; Philadelphia, 7:49 P. M.; Philadelphia, 7:49 P. M.; Philadelphia, 7:49 P. M.; Also connects at Washington with 3:45 P. M. dally train, arriving Baltimore 4:32 P. M. and Philadelphia 6:46 P. M., and with Congressio Lai Limited (all Pullman Parior cars and Pennsylvania railroad Dining Cars), leaving daily at 4:00 P. M., arriving Baltimore 4:54 P. M. and New York 9:05 P. M.

7:15 P. M., Leaves Byrd-street station daily. Sleeper Richmond to New York and Washington to Philadelphia. Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Stops at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New York, 6:50 A. M.

8:50 A. M., Arrives at Byrd-street station daily. Sleeper from New York, Stops only at Widewater, Brooke, Fredericksburg, Milford, Doswell and Ashland. Stops at other stations on Sundays. Leaves Washington at 4:30 A. M.

2:38 P. M., Arrives Byrd-street station daily. Stops at Widewater. Brooke, Fredericksburg, Milford, Doswell and Ashland, Leaves Washington at 10:57 A. M.

7:15 P. M., Arrives Byrd-street station daily. Stops only at Fredstations. Connects at Coving-ton (Va.) for Hot Springs. Meals served on Dining Cars. 5:30 P. M., Local train, except Sunday, accommodation for Orange. 10:00 P. M., Daily for Cincinnati and Chi-F. F. V. cago, with Pullman for Cin-cinnati and Louisville and Dining Car Clifton Forge to Cincinnati. Connects at Cov-ington (Va.) for Virginia Hot Springs daily. Meals served on Dining Cars.

TRAINS LEAVE EIGHTH-STREET STATION. 9:09 A. M., Daily for Lynchburg and Clifton Forge. Connects (ex-cept Eunday) for Rosney, Lexington (Va.) and Cralg

Lexington (Va.) and Cralg City.

5:00 P. M., Except Sunday for Lynch-burg. Local train leaves Lynchburg at 6 A. M., ex-cept Sunday, for Lexington, Craig City and Clifton Forge.

TRAINS ARRIVE AT RICHMOND.

6:25 A. M., Daily from Cincinnati.
8:45 A. M., Except Sunday from Orange.
10:45 A. M., Except Sunday from Nor-folk and Old Point.
1:45 P. M., Daily from Norfolk and Old Point. 2:00 P. M., Daily from Cincinnati and 7:35 P. M., Daily from Norfolk and Old 8:60 P. M., Except Sunday from Hinton TRAINS ARRIVE EIGHTH-STREET STATION. 8:00 A. M., Except Sunday from Lynch-

6:19 P. M., Daily from Lynchburg and Clifton Forge, JOHN D. POTTS, Division Passenger Agent. A TLANTIC COAST LINE. . RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing SUNDAY, JULY 16, 1893, at 3:30 P. M., trains on this road will run ag follows:

TRAINS SOUTHWARD.

TRAINS NORTHWARD.

Leave	Arrive			
No. Petersb'rg	Richmond			
14	*2:40 A.M.	3:40 A.M.	Fast	Mail
32	*7:40 A.M.	8:35 A.M.	Accommoda'n	
34	*10:00 A.M.	10:45 A.M.	Nerfolk	Train
134	*11:03 A.M.	11:45 A.M.	Atlanta	Spe al
38	*1:38 P.M.	2:20 P.M.	N. and W. Con.	
78	*5:56 P.M.	6:49 P.M.	Through	Train
40	*6:29 P.M.	7:00 P.M.	Norfolk	Speci
42	*6:45 P.M.	7:32 P.M.	Accommoda	n.
48	8:30 A.M.	9:35 A.M.	Sun.	Accom.
44	6:55 P.M.	7:57 P.M.	Sun.	Accom.
5TOPPING PLACES.				
Nos.	14	45	46	and

SHORTEST AND QUICKEST ROUTE
SOUTH AND SOUTHWEST,
SCHEDULE IN EFFECT AUG. 13, 1893.

LEAVE RICHMOND:
TRAIN No. 37, 12:50 A. M.

SOUTHERN EXPRESS, daily for Dannects at Danville with the Washington and Southwestern Vestibuled Limited; at Salisbury for Asheville, Hot Springs; at Charlotte for Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California, Pullman Falace Sleeping Car Richmond to Danville and Danville to Ashevile and Hot Springs; aso Dannille to Atlanta.

TRAIN No. 35, 12:40 P. M.
AST MAIL, daily, for all points South and Southwest. Connects at Moseley with Farmville and Powhatan railroad; Keysville for Clarksville, Oxford and Durham. Connects at Danville with Pullman Sleeper for Augusta and Atlanta; at Greensboro for Durham, Raleigh, &c.
TRAIN No. 17, 6:00 P. M.

MELIA ACCOMODATION, daily exactly and thermediate points.

ARRIVE AT RICHMOND.
Train No. 28, 7:00 A. M.; No. 36, 1:08 P. M.; No. 18, 8:45 A. M. Nos. 14, 45, 46 and 35 make no stops.

Nos. 27 and 134 stop at Belfield and
Stoney Creek on signal. Nos. 23, 34,
38, 39, 43 and 78 stop on signal at Manchester, Drewrys, Centralia and Chester. Nos. 32, 51, 37, 42, 83, 44, 47 and 48
will stop on signal at all stations. Nos.
23 and 78 run via Wilmington, N. C.
Nos. 14 and 35 via Wilson short cut
to all points in North and Southwest.

Pullman Palace Buffet Sleeping Cars on
all through trains. On trains Nos. 37
and 32 sleeping cars between Richmond
and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

Leave Richmond 3:10 P. M. daily; arriving Weldon 5:28 P. M. and at Atlanta
7:30 A. M. via S. A. L. Through sleepers
Richmond to Atlanta.

THE ONLY ALL-RAIL LINE TO NOR-

Richmond to Atlanta.
THE ONLY ALL RAIL LINE TO NOR-FOLK.

Richmond. *9:00 A.M. Norfolk. .11:25 A.M. Richmond. *5:30 P.M. Norfolk. .11:25 A.M. Richmond. *5:30 P.M. Norfolk. .9:20 P. M. Norfolk. ... *2:35 P. M. Richmond. *1:00 P.M. The trains leaving Richmond at 9:00 A.M. and Norfolk at 4:00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:30 P. M. and 3:10 P. M. trains from Richmond at 9:00 A. M. .12:15 P. M. and 11:50 P. M. and arriving at Richmond at 8:35 A. M., 2:20 P. M. and 7:32 P. M. make close connections at Petersburg to and from Farmville, Lynchburg and West.

R. M. SULLLY, Superintendent. DAILY EXCEPT SUNDAY.

THE FAVORTE ROUTE TO BALTIMORE, PHILADELPHIA AND
NEW YORY.

LEAVE RICHMOND:
TRAIN No. 10, 3:10 P. M.

LOCAL EXPRESS, daily except Suntor Manor connects with stage for Walkerton; also connects with Baltimore
steamer at West Point daily except Sunday.

TRAIN No. 16, 445 R. steamer at West Point daily except Sunday.

TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily except Sunday for West Point, connecting with York River steamer daily except Sundays for Baltimore. At Baltimore steamers connect with Baltimore and Onto railroad for Washington, Philipdelphia and New York.

STEAMERS LEAVE BALTIMORE 5 P.M.

FOR WEST POINT, daily except Sunday, thence by Richmond and Danville railroad to Richmond, arriving at 9:05 A. M., 10:40 A. M., and 8:15 P. M.

TRAIN No. 44, 7:05 A. M.

LOCAL MIXED, daily except Sunday, leaves Twenty-third street station for West Point and intermediate points. R. M. SULLY,

Superintendent. E. T. D. MYERS. General Superintendent. T. M. EMERSON, Traffic Manager.

ESTABLISHED 1866. WOODWARD & SON, · LUMBER · CORNER NINTH AND BYRD STS.,

UNDAY EXCURSION TRAIN for West Point leaves at 9:20 A. M.
Ticket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M and from 9:00 to 12:50 A. M.
City ticket office, 901 Main street.
SOL. HAAS,
Traffic Manager.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
J. S. POTTS, Passenger Agent,
919 Main street, Richmond. RICHMOND, VA. HARD WOODS, Wolmut, Cherry, Plain Oak, Quartered Oak, Quartered Sycamore, Maple, Blokery, Ash.

DRESSED LUMSER. Weatherboarding, Partition.

Sepplay.
CARRIAGE AND WAGON LUMBER.
Firginia and North Carolina Pine
Framing Lumber.
LARGE PINE AND OAK TIMBERS, LATES,
SHINGLES, CEDAR POSTS,
SHINGLES, CEDAR POSTS, SASH, BLINDS, DOORS, ETC.
Sheds with expecity of one and a baif million fee , gel-sm ;

OLD DOMINION STEAMSHIP COL-SEMI-WEEKLY LINE FOR NEW YORK. SEMI-W Estamors leave Richmosa every TUESDAY and FRI. DAY at 5 P. M. Manifest ing time to the form pier 26. North rivery for Richmond Event WEDNESDAY and SATUR DAY at 3 P. M., arriving in Richmond MONDAY and FRIDAY MONNINGS Passenger accommodations unsurpassed. MONDAY and FRIDAY MORNINGS

Passenger accommodations unsurpassed
Cabir fare to New York duchud:
Ing meals and berth) via James
river route.
Round-trip tickets, limited to thirty
days after date of issue.
Round-trip tickets, with subsistence.
Steerage fare, with subsistence.
Cabir fare via Chesapeake and only
railway and Richmond and Postaburg railroad, tickets limited to
four days.
Round-trip tickets limited to thirty
days.

Rocketts.
Freight received daily until 5 P. M.

and SATURDAYS by ors leaving those days.
Oronge W. ALLEN & CO.
No. 1301 Main s

1y19tf Company's Whart

VIRGINIA NAVIGATION port News, Clarement and Indings, Connections; At Norfolk for Hampton av Va., Washington, D. C., da delphia and New York, daylight, Great tourist town, Dutch Gap and war less than half charged by Portsmouth, Old Point \$1.75, \$1.50 and \$1.00, hontag leaves Richmond \$1.75, \$1.50 and \$1.00. Steamer Pocahontus leaves Richmond every MonDAY, WEDNESDAY and Phirat at
7 A. M. GTREET CARS GO DIRECTLY TO STEAMER'S WHARF for abovenamed places. Through tickets on als
on steamer and at Garber's Agency, &
801 Main street. Hasguse checked
through. State-rooms engaged for day
or night. Music by a grand orchestron.
FREIGHT—Freight received days for
above-named places and Eastern Corn.
Carolina; also for Eastern Shore of Virginia and all regular landings on the
James river, at LOWEST RATIE, and
through bills issued.
EDWARD E. BARNEY, President.
IRVIN WEISIGER, Superlatendent,
General Offices; Planters' Bank Building.

P HILADELPHIA. RICHMOND AND NORFOLK STEAMSHIP COMPANY A NORFOLK STEAMSHIP COMPANY
Appointed sailing days every Ties
DAY and FRIDAY at 1 P. M., and suc
SUNDAY at 5 A. M. Freight for Tea
day's and Friday's steamers receive
until sailing hours. For Sunday's steam
er till 5 P. M. Saturday. Freight receive
daily till 5 P. M.
Fare to Philadelphia... 50 to
For further information apply to
J. W. MCARRICK,
General Southern Agent,
Office, Rocketta

W. P. CLYDE &

John L. Williams & Sons Bankers,

Corner 10th and Main Streets,

RICHMOND, VIRGINIA. TRANSACT A GENERAL BANKING BUSINESS. BUY AND SELL EXCHANGE ON FOREIGN COUNTRIES We are prepared to purchase outright entire new losing of ST 'TE, MUNICIPAL and RAILEGAD BOSDS.

SOUTHERN INVESTMENTS,

SAVINGS BANK OF RICHMOND Cor. ELEVENTH AND MAIN STS.

Capital, \$100,000. Surplus Fund, \$35,000. R. A. PATTERSON, L. Z. MORRIS, President. Vice-President.

JAMES M. BALL. Cashier.

ONE DOLLAR AND UPWARDS Received on Deposit and Interest Allowed

Loans Made on Real Estate. Negotiable Paper Discounted. Open daily till 3 P. M.; Saturday till \$ te 9-su.w.frir

MERCHANTS' AND PLANTERS' SAVINGS BANK

Capital, - - - \$100,008 JOHN H. MONTAGUE, President. H. A. WILLIAMS, Cashier

DIRECTORS P. H. MAYO, THOMAS N. CARTEA G. CARLTON JACKS. LEWIS GINTER, N. W. NELBON, JOHN C. SHAFER,

CHARLES T. LOEHR, E. F. ASCH JOSEPH HALL, B. C. WHERST, JOHN H. MONTAGUE, LEVIN JOYNEA H. L. CABELL Deposits Received and Interest Allowed

LOANS NEGOTIATED ADDAR J.P. BRANCH, Pres. FRED. R. Scott, V.-Pre JOHN F. GLENN, Cash.

MERCHANTS'NATIONAL BANK OF BICHMOND. DESIGNATED CITY, STATE AND 90%.

ERNMENT DEPOSITORY.

Capital, - \$200,000.00 UNDIVIDED PROFITS \$205,578.79.

Collection facilities unsurpassed; items cal-lected at most reasonable rates on any part at the world, especialty on points in the Virginia and Carolinae. Interest allowed by special agreement.

Foreign exchange bought and sold.

Correspondence and business solicited.

THOMAS BRANCH & CO., BANKERS AND BROKERS, 1101 MAIN STREET.

WYNDHAM BOLLING, FIRE INSURANCE.

Many Persons are broken down from overwork or household care. Brown's Iron Bitters hebriich the grown, alls densities, removes aroun of bits, and care makels. On the granter.

Foreign exchange bought and sold les

7 NORTH TENTH STREET.